

**AMENDMENT TO THE SPECIFICATION:**

Please amend the paragraph at page 4, lines 9-11 as follows:

Fig. 3(a) and 3(b) ~~3(a) and 3(e)~~ are drawings showing a vibration absorption mechanism of a suspension applied to the aforementioned embodiment,

Please amend the paragraph at page 28, lines 6 through page 29, line 1 as follows:

In Fig. 11(a) and 11(b), among the left and right wheels, the arm angles  $\theta_f$  and  $\theta_r$  of the arms 20 of the front and rear wheels on one side (the side that the car body is to be lowered) are controlled so as to form  $90^\circ$  (that is, the arm opening motion to form  $\theta_f + \theta_r = 180^\circ$ ) on the basis of the perpendicular line of the car shaft. And another (the side that the car body is to be raised) arms 20 keep the arm angles that  $\theta_f + \theta_r$  is smaller than  $180^\circ$ . Such control can be realized, for example during stop of the car, by opening the orifice 46 of each damper 42 of the arms 20 on the side that the car body is lowered (the damper is opened), and by putting each damper of the arms 20 on the side that the car body is raised into the rigid body state by closing the orifice 46. Namely, when the dampers on the side that the car body is lowered are opened, since the arms 20 of the front and rear wheels on the opened damper side cannot support the weight of the car body 30, the arms 20 are opened in the longitudinal direction. Thus the car body 30 is inclined in the lateral direction.

Please amend the paragraph at page 29, lines 15 through 20 as follows:

Fig. 11(c) ~~11(b)~~ shows an example of a rear slant. In this case, it can be realized by opening the dampers of only the rear wheels and rotating the rear wheels in the backward direction. The rear slant can be applied, for example, to loading and unloading goods from a truck.